LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

P.A.S.: CZ#3366, Misc.#02005 **DATE:** June 18, 2002

Note: This is a combined staff report for related items. This report contains a single background and analysis section for all items.

PROPOSAL:

Change of Zone #3366: Amendment to Zoning Ordinance
Adopt provisions to provide for Impact Fees

Misc #02005: Amendment to Subdivision Ordinance
Amend bike trail easement width from 14 to 20 feet
Clarify reference to Comprehensive Plan
Provide for dedication of park land

CONCLUSION: The proposed Impact Fee Ordinance and amendment to the subdivision ordinance is in conformance with the 2025 Comprehensive Plan and and could help provide for growth and development of the community. The proposed system is one part of an overall strategy that could provide adequate resources to maintain existing infrastructure and protect property values in the community. Impact fees provide for uniformity and equity among property owners and like land uses.

RECOMMENDATION:	Continue public hearing to July 10th, then approval

LEGAL DESCRIPTION:

Zoning Code – amend to add the following sections:

27.82.010 to provide a title, authority and applicability;
27.82.020 to provide legislative findings and purpose; 27.82.030 to provide intent;
27.82.040 to provide definitions;
27.82.050 to provide for imposition of impact fees;
27.82.060 to provide exemptions from impact fees;
27.82.070 to provide for the creation of an impact fee fund and impact fee accounts;
27.82.080 to provide for refunds of impact fees paid;
27.82.090 to provide for Post-Ordinance Credits against impact fees;
27.82.100 to provide for Pre-Ordinance Credits against impact fees;
27.82.110 to provide credits against specific types of Impact Fees;
27.82.120 to provide for an expiration for credits; and
27.82.130 to provide for miscellaneous provisions.

Land Subdivision Ordinance – to amend the following sections:

26.23.040 (Table 26.23.040) to modify the reference to the Comprehensive Plan and to increase the minimum right-of-way width for bikeways from a 14-foot easement to a 20-foot easement;
Section 26.23.160 to require a dedication of land or payment of an impact fee for neighborhood parks and trails; and to repeal Sections 26.23.040 and 26.23.160.

APPLICANT:

The Directors of Parks & Recreation, Planning, and Public Works & Utilities Departments

CONTACT:

Stephen Henrichsen
Planning Department
555 S. 10th Street
Lincoln, Ne 68508
Ph# 441-6374

Steve Masters
Public Works & Utilities Department
555 S. 10th Street
Lincoln, Ne 68508
Ph# 441-7588

SUMMARY:

After two years of public process and consideration of alternatives, several measures to improve the equity, predictability and amount of revenue for the financing of capital infrastructure costs are being forwarded. Impact fees are one part of the overall approach. The City's Infrastructure Financing Strategy provides a balance between costs fairly associated with new development being paid by new development, with some of these costs still being subsidized by the public as a whole through utility fees and taxes.

Under the current system the community as a whole is financing as much as 85 to 90% of the infrastructure costs to provide for new development. As the community grows, there are additional utilities, roads, trails and parks to build while also maintaining an aging infrastructure to serve existing neighborhoods. The goals of Comprehensive Plan encourage new development and project a 1.5 % growth rate coupled with a significant expansion in the City's land area over the next 25 years.

However, there is a significant gap between the costs associated with this growth and the amount of funds brought in under the current funding system. A shortage of over $290 million is anticipated, if the current practice of paying for improvements is continued.

If the current system continues, there will not be adequate resources to provide for maintenance and new infrastructure to encourage development. Also, the present practice of negotiating improvements on a case by case basis does not provide predictable costs and as is viewed by some as in equitable.

The proposed impact fee is to be paid at time of building permit. Any fees paid by a builder are ultimately paid by the property owner. Impact fees collected for arterial streets, water, wastewater and parks/trails are deposited in a separate account. These funds could then be used only for new construction. For example, water impact fees can only used for new water improvements, such as major water lines, reservoirs, pumping stations and water treatment.

For arterial streets and parks/trails it is proposed that the city be divided into four **benefit areas**. Each benefit area would have a separate account and fees collected in the benefit area could only be used for new construction in that area. A single city wide benefit area is proposed for water and sewer impact fees. Impact fees would have to be spent within a 10 year time period. Impact fee accounts would be audited annually as well.

Impact fees are paid only collected on new construction. The fee would only be collected for an entirely new dwelling, not for additions to or remodeling of existing homes. Likewise, new houses that are replacing a previously existing dwelling, there would be no fee. For businesses, it would apply to any additions, expansions and new buildings, with an credit for the floor area of a previous business being replaced.

HISTORY: Summary of public process

2000

June 20	Press Conference on hiring of Duncan Associates and beginning of Infrastructure Financing Study (IFS) process
July	City Council, County Board and Mayor appoint members to IFS Advisory Committee (IFSAC)
August 15	First IFSAC meeting
August 31	First Public Presentation: Review All Financing Alternatives (presentation taped and run on 5 City TV
Sept.	IFSAC meetings, FINANCIAL ALTERNATIVES and CAPITAL COST OF GROWTH reports released
Oct 11	IFSAC meetings and briefings for groups including Mayor's Neighborhood Roundtable and Home Builders Association of Lincoln (HBAL)

Oct. 19	IFSAC Public Forum at Council Chambers
Nov.	IFSAC meetings and briefings of groups including Lincoln Independent Business Association (LIBA). FISCAL IMPACT ANALYSIS report released
Nov. 16	IFSAC public forum at Gere Library
Dec.	IFSAC meetings and briefings of City Council and Mayor's Neighborhood Roundtable briefing

2001

Jan 8.	Final IFSAC meeting and Final Report completed
Feb.	Lincoln Journal Star article on IFS proposal and City Council briefing
Sept. 26	Discussion with Lincoln Chamber of Commerce (LCC) Infrastructure subcommittee
Oct.	Briefings and discussion at meetings of Mayor's Neighborhood Roundtable, HBAL, Lincoln Chamber of Commerce(LCC), LIBA, Realtors Association of Lincoln (RAL)
Nov.	Joint meeting with HBAL, LCC, LIBA & RAL
Dec.	Joint Meeting with HBAL, LCC, LIBA & RAL

2002

Feb -Mar.	Additional discussion with members of organizations
Mar. 19	Public Forum at Lux Middle School (presentation taped on replayed on 5 City TV)
Mar. 19	Revised Capital Cost of Construction report (IMPACT FEE STUDY) released
April-May	Discussion with representatives from neighborhood organizations, HBAL, LCC, LIBA & RAL, Lincoln Housing Authority, Habitat for Humanity and Housing Resources Inc., Downtown Lincoln Association
May 28	Adoption of 2025 Comprehensive Plan by City Council and County Board with new section on Financial Resources

Letters in support of impact fees and the overall Infrastructure Financing Strategy have been received from the Meadowlane Area Residents Association, the Arnold Heights Neighborhood Association, the University Place Community Organization and others (see attached.)

COMPREHENSIVE PLAN SPECIFICATIONS:

These proposals are in conformance with the new 2025 Comprehensive Plan. Selected pertinent sections from the Plan include:

The pertinent principles in regards to impact fees include:

> “Guiding Principles
> In order to meet the goals of financing new improvements and maintaining the built environment, the following principles are identified:
>
> Overall Guiding Principles
>
> There needs to be a balance between new infrastructure in developing areas and the improvements and maintenance needs of the existing community. Funding for infrastructure improvements should not focus all of the funds into developing areas, leaving inadequate resources to address needs in other areas. The City and County need to adequately fund infrastructure maintenance and improvements in existing towns and neighborhoods.
>
> The City and the County will work cooperatively in as many areas possible in order to provide services in the most efficient manner possible.” (Page F 159)
>
> “Guiding Principles for Financing Urban Infrastructure
>
> **A Balanced Approach**: The community at large should provide more financing of maintenance and improvements in existing areas. Both new and existing development should pay its fair share of improvement costs due to growth and maintenance. In general, improvements which are of general benefit to the whole community should be paid by the community while improvements which are of special benefit to a specific area should be paid by that area.
>
> **Develop a Fair & Predictable System:** Distribute infrastructure costs fairly among all property owners who benefit from the improvements. The goal of the financing system is that costs should be known in advance of development.

Conformance with Comprehensive Plan: Infrastructure improvements should continue to be developed only in areas identified for development in the Lincoln/ Lancaster County Comprehensive Plan. One of the most important tools in financing is adherence to the physical plan for the community. Following the Plan for development and systematic improvements throughout Lincoln increases efficiency in construction and maximizes the community's investment.

Conformance with Capital Improvement Program (CIP): The CIP should be utilized to provide a systematic and predictable forum for determining the timing of infrastructure improvements.

Greater Development Efficiency: Maximize the community's investment in infrastructure through greater efficiency in residential and commercial development. Particularly in new development, an increase in the amount of commercial floor area and residential population, compared to typical suburban patterns, will decrease the amount of infrastructure necessary overall in the community.

Use an Appropriate Financing Method for Each Infrastructure Need: One method of financing may not be appropriate for all types of infrastructure needs.

Minimize Impact on Affordable Housing: Infrastructure financing should not increase the cost of affordable housing in Lincoln and the City should encourage retention of affordable new housing in existing neighborhoods.

Minimize Impact on Those Who Are Not Developing Land: As much as possible, property owners should only be assessed or pay the improvement costs at the time they seek approval of development proposals or building permits. Financing mechanism should not impact property owners in an area under development who don't want to develop their land at that time. The community should grow in an orderly compact fashion and therefore infrastructure improvements should be made in a timely manner. Property owners need to be educated about the growth and infrastructure plans to reduce the elements of surprise and anger and to foster more informed personal planning decisions.

Increase the Amount of Revenue: Property owners should participate in funding improvements in new areas at generally the same rate. Today, some new developments pay a lot for improvements while others sometimes pay nothing. In the future, all new developments should pay at generally the same level.

Build More Improvements Sooner: The City should attempt to build more road, water and wastewater improvements each year, without an adverse impact on property taxes. Accelerating improvements will require millions of more dollars and should only be done if new financial resources and alternative financing techniques have been implemented.

The goal is to find the means in order build 25 years worth of improvements over a 20 year period in order to ensure the well-timed delivery of urban infrastructure. The Plan Realization section further describes the mechanisms that will link urban infrastructure programming to local market and growth conditions. It is important that there be adequate funds for the maintenance of infrastructure in the existing urban area as future growth occurs.

Concurrent Improvements: Infrastructure improvements should be made concurrent with development. Except in limited cases, such improvements should not be made in advance of development proposals in an area. There should be adequate infrastructure in place every year to accommodate housing and employment demands.

Timing: As projects are requested for faster implementation by a developer than are identified in the City's Capital Improvement Plan and the County 1 and 6 Program, the developer must be prepared to make financial contributions to improvements necessitated by a project if their project is moved to an earlier date.

Encourage Efficiency: There should be further cooperation between the public and private sector and long range planning efforts to save on the City's development costs that could be used for infrastructure improvements." (Pages F 160 -161)

The strategies section then lists the different suggested mechanisms to meeting these principles. Impact fees is specifically stated in the following (connection fees referenced below are same as impact fees):

"Water & Wastewater
The Community should establish a balanced system of financing improvements that uses both connection fees paid by new construction and utility fees paid by rate payers throughout the city.

Establish a connection fee in newly developing areas, to be paid at time of building permit, to recover a portion of the capital costs to build trunk sewer lines and water mains. The fee should not significantly impact housing costs and could be less regressive if smaller lots paid less for the water connection fee. The connection fee should be paid by residential, commercial, industrial and public/semi-public uses." (Page F 161-162)

“Arterial Streets

The Community should establish a balanced system of financing improvements that uses both impact fees paid by new construction, wheel taxes paid by rate payers throughout the city and state and federal funds.

Establish an impact fee at time of building permit for road improvement costs in developing areas. Fees should not be at full capital recovery cost for residential uses. Large traffic generators, like commercial and industrial businesses, will pay a majority of the costs due to their traffic impact. Some mechanism should be employed so that the road impact fee does not impact affordable housing.” (Page F 162)

“Parks and Trails

The Community should establish a balanced system of financing improvements that uses both impact fees and land dedication paid by new construction with general revenue taxes paid by the community as a whole.

Establish a mandatory park land and trail dedication requirement for residential plats. Establish a park and trail impact fee that can be paid in-lieu of land dedication.” (Page F 162)

ANALYSIS:

The City with Duncan Associates has completed a study of the capital costs of providing water, wastewater, arterial streets and neighborhood parks and trails for new development. This study looked at the improvements needed and what infrastructure capacity was needed by new development. For example, the study identified how much water treatment capacity was needed per new dwelling unit or business. For arterial streets, it identified the number of new automobile trips generated by different land uses. Table 1 lists the capital cost for new construction based on the updated Impact Fee Study.

Table 1
Capital Cost of Construction – Updated June 1, 2002

Facility	**Arterial Streets**	**Water**	**Waste-water**	**Parks & Trails**	**Total**
Single Family Dwelling Unit	$3,235	$3,669	$1,815	$321	$9,040
Multi-Family Per Dwelling Unit	$1,964	$611	$302	$190	$3,068

Retail Store 10,000 square feet	$40,770	$3,910	$1,940	n/a	$46,620
Office Building 10,000 square feet	$47,690	$3,910	$1,940	n/a	$53,540
Industrial Use 10,000 square feet	$29,170	$3,910	$1,940	n/a	$35,020

Note: see June 1, 2002 draft Impact Fee Study for details. Multi-family assumes 6" meter for 200 unit apartment complex; nonresidential assumes 3" meter for a 100,000 sq. ft. building.

The first calculation of the capital costs of construction was concluded in September 2000. These costs were then reviewed and revised to create the draft Impact Fee Study in March 2002. Both of these studies were reviewed by engineers and others in private sector. While suggested changes improved the analysis, they did not change the findings that the typical single family home requires a net cost of approximately $9,000 in order to provide water, wastewater, arterial streets and neighborhood parks/ trails.

Some have suggested that the costs calculations are too high because they include the costs to provide water and wastewater treatment, water storage, water pumps and the water transmission main from Ashland. While these costs have traditionally been paid for by the community as whole, they are none the less part of the capital cost providing for a new single family home. If the community were not expanding, then additional treatment, storage, pumps and transmission lines would not be necessary.

For arterial streets, some have suggested the costs set a new standard since they include median landscaping, dual turn lanes and traffic signals. Many new arterial streets include median landscaping (S. 40th and 70th Street as an example) dual left turn lanes (27th & Pine Lake Road or 27th & Superior) or additional traffic signals (numerous locations along 84th Street or Pine Lake Road.) The City also estimates that about one in four new miles of arterial streets will include a bike lane, such as is found along portions of 70th Street, 84th Street and Pine Lake Road.

The impact fee ordinance includes a new arterial street impact fee which would be paid by new construction at time of building permit. The fee would vary based on the number of automobile trips a use generated. Thus, a new 10,000 square feet retail or office building would pay a significantly higher fee than a single family house. Impact fees can only be used for new construction -- they could not be used for maintenance. In new areas, developers could wait for the city to build arterial street improvements through the capital improvement process or improve the arterial street themselves and receive a credit against the arterial street impact fees to be paid within their development for the value of their improvement.

Water and wastewater impact fees would be paid at time of building permit by any new construction. The amount of the fee would depend on the size of the water meter. The greater the impact on the water and wastewater system, the larger the fee. Thus larger water users who require larger meters would pay more. Increases in meter size needed due to a fire sprinkler system would not increase the fee. The fee is based on the water meter capacity needed for typical daily use.

Impact fees would not apply to residential remodels or additions, since they don’t increase the demand on the system and typically don’t increase the size of the water meter. However, any change in meter size due to a lawn irrigation system would not be exempt from the fee.

A water and wastewater impact fee is a more equitable and predictable way to determine the appropriate amount that new development should contribute to improvement costs. It ensures that all property being developed contributes equally per dwelling unit or per square feet of commercial/industrial use.

The water and wastewater impact fees if phased in over a period of years would only cover a portion of the total capital costs. The remaining costs would be paid through utility rates by the citizens as a whole.

A Neighborhood Park and Trail Impact Fee in the zoning ordinance and a new mandatory park land dedication is the subdivision ordinance are proposed. In addition, the proposed changes to the subdivision ordinance would correct the trail easement width from 14 to 20 feet and clarify the reference to the Comprehensive Plan for right-of-way dedication. The neighborhood park and trial impact fee would be used for park improvements, trail paving or acquisition of land where the mandatory park land dedication did not provide for adequate space. Residents of Lincoln would continue to develop larger size parks and recreational facilities through general obligation bonds and other funds.

Other Alternatives: Beginning in the summer of 2000, many different alternatives were reviewed. The alternative most often suggested is to use some type of special assessment district. Assessment Districts typically rely on the city making the improvement, then assessing adjacent property owners over a 15 to 20 year period their share of the cost plus interest. This tool could be used in some circumstances to make a local road or utility improvements in which there is multiple property owners. However, assessment districts are not suitable for large areas and significant improvements for the following reasons:

a. State statutes prohibits their use outside of the city limits, thus they are of minimal use in developing areas. It is not advantageous to the property owners nor the City to annex vast areas for purposes of assessment.

b. Assessment districts are not predictable, they rely on approval of the City Council and may be opposed by property owners in the area.

c. District funding relies on the city to have significant funds on hand to be able to finance the improvements in advance of repayment over 15 to 20 years.

d. Collection of assessments is less certain and may be limited if property owners default on paying assessments. Failure to pay an assessment becomes a lien which may not be able to be collected until the property is sold.

e. Assessments could be levied against those not needing or requesting improvements such as churches or acreage owners who may already be served by suitable well and septic service. The Comprehensive Plan states **"Minimize Impact on Those Who Are Not Developing Land."**

Another alternative for water and wastewater is to collect a fee of $500 or some amount per water connection. However, a "flat" fee approach treats a single family use the same as a high water intensive use, such as some industrial uses.

The final details of the impact fee schedule and the overall infrastructure financing strategy are still under discussion and have not yet been concluded. Fee schedules and utility rates are items directly forwarded to the City Council for review and action.

Several groups have suggested adjustments to the impact fee ordinance. If the base ordinance is adopted by the City Council, then the Council could request additional enhancements to the ordinance be developed and forwarded for consideration. Some suggested changes include:

a) Reduce fees or remove redevelopment areas, such as Antelope Valley,
b) To reduce costs to low income housing,
c) Provisions to encourage mixed use developments, and
d) Downtown trip reduction due to mix of uses and pedestrian character.

CONCLUSION:

The proposed impact fee ordinance and changes to the subdivision ordinance are in conformance with the Comprehensive Plan and could help provide for growth and development of the community. The proposed system is also one part of an overall strategy that could provide adequate resources to maintain existing infrastructure and protect property values in the community. Impact fees provide for uniformity and equity among property owners and like land uses. The impact fee system would take effort and adjustment to transition to the new system, but it would establish a better financing system.

Impact fees are an important part of the overall financing strategy. Without impact fees, the current system of negotiations, which is viewed as unpredictable and inequitable, would continue. Impact fees are part of an overall strategy which could increase revenue for improvements, with the increase in funds coming both from new development and the community as a whole.

Without impact fees, the community has few viable or desirable choices. One option would be to significantly raise wheel taxes and utility rates in order to provide for the adequate resources. However, this would place the vast majority of the burden on the community as a whole, which is not in keeping with the goals of the Comprehensive Plan to have a balanced approach. Another option is to do nothing, which would continue the current system and would ultimately provide inadequate resources for maintenance and new development — a future the community does not desire.

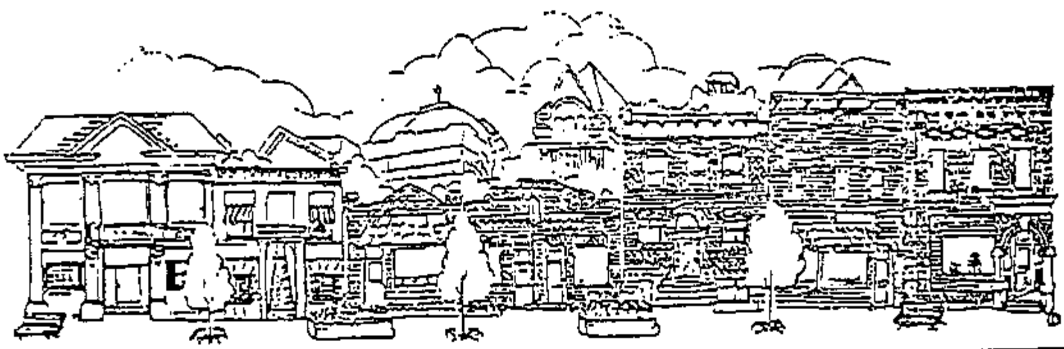
Impact fees would distribute costs among new developments in more fair, uniform and predictable manner than the current system. These costs would be balanced by increased costs for the community as a whole through some increases in utility rates. This new financing tool can help the community achieve growth goals while ensuring that the cost of growth is paid for in a fair and equitable manner.

Prepared by:

Stephen Henrichsen, AICP
Principal Planner

F:\FILES\Planning\PC\CZ\3300\cz3366misc02005 Impact Fee.ssh.wpd

RECEIVED
MAY 30 2002
CITY COUNCIL OFFICE



University Place Community Organization, 2723 N. 50th St., Lincoln, NE 68504

May 26, 2002

Jonathan Cook
City Council Office
County-City Building
555 S. 10th Street
Lincoln, NE 68508

Dear Councilman Cook:

I am writing to express the support of the University Place Community Organization (UPCO) for the proposed adoption of a system of infrastructure impact fees and urge your support of these proposals when they are considered by the City Council in the coming months. As one of Lincoln's oldest neighborhood organizations, and the neighborhood organization that represents the largest geographic area in our city, UPCO is very concerned about how the City can best balance the public investment necessary to maintain established neighborhoods with the public infrastructure investment required to support new growth and development. In this regard, UPCO applauds the work done by the Infrastructure Financing Study Advisory Committee in taking a detailed look at this issue. As the resolution below indicates, UPCO supports the general recommendations outlined in the Infrastructure Financing Strategy Draft Report as positive steps toward achieving a better public investment balance for Lincoln's future.

> *"The University Place Community Organization (UPCO) supports the general concept of instituting an infrastructure financing system designed to recover from developers all, or a substantial portion of, the public costs associated with developing the public infrastructure (water and wastewater, roads, and parks and trails) required to support new development and/or construction in, or immediately adjacent to, the City of Lincoln. Consistent with this objective, UPCO supports the passage of the ordinances and resolutions necessary to authorize the levying of infrastructure impact fees, in conjunction with the issuance of building permits for new development, as outlined in the City of Lincoln Infrastructure Financing Strategy, March 19, 2002 Draft Report."* — passed by the UPCO Board, 4/9/02

Because the UPCO Board feels that this is an important issue for Lincoln's future, we are urging our members to become informed and involved in the public debate on this issue. On behalf of our members, we urge your support for an extensive public dialogue on these issues and your support for instituting the recommendation outlined in the City of Lincoln Infrastructure Financing Strategy, March 19, 2002 Draft Report. Thank you for your consideration of this issue.

Sincerely,

Larry K. Zink

Larry K. Zink
President
University Place Community Organization

June 6, 2002
3915 Apple St.
Lincoln, NE 68503

Planning Commission
555 S. 10th Street
Lincoln, NE 68508

Dear Greg Schwinn, Chair

The Infrastructure Financing Strategy Draft Report has recently come to my attention. The proposed adoption of a system of infrastructure impact fees seems to me to be the more balanced approach to financing in support of the public investment necessary to maintain established neighborhoods and the future investment needed to support new growth and development. Count on my support for the passage of ordinances and resolutions necessary to authorize the levying of infrastructure impact fees, in conjunction with the issuance of building permits for new development, as outlined in the City of Lincoln Infrastructure Financing Strategy, March 19, 2002 Draft Report.

As a resident of an older neighborhood (ECCO) I can appreciate the work done by the Mayor's office and the Advisory Committee who made a detailed study of this issue, please, continue to keep the neighborhoods informed as this issue progresses through budget planning.

Sincerely,

Vera Mae Lutz

Vera Mae Lutz

P.S. Please copy and give to all Planning Commission members

RECEIVED
JUN 10 2002
LINCOLN CITY/LANCASTER COUNTY
PLANNING DEPARTMENT

ARNOLD HEIGHTS NEIGHBORHOOD ASSOCIATION

Arnold Heights Neighborhood Association

Serving The Residents Of The Arnold Heights Community

Greg Schwinn
County-City Building
555 So 10th Street
Lincoln, NE 68508

Dear Commissioner Schwinn,

We, the Arnold Heights Neighborhood Association (AHNA) Board of Directors, are writing to you in support of the proposed adoption of a system of infrastructure impact fees as a more balanced approach to infrastructure financing. The AHNA is very concerned about how Lincoln can best balance the public investment necessary to maintain established neighborhoods against the public infrastructure investment required to support and promote new growth and development.

We commend the Mayor's Office and the Infrastructure Financing Study Advisory Committee for looking at this issue in detail. As the resolution below states, the AHNA Board of Directors supports the general recommendations outlined in the Infrastructure Financing Strategy Draft Report as positive steps toward achieving a better public investment balance for Lincoln's future.

"The Arnold Heights Neighborhood Association (AHNA) Board of Directors supports the general concept of instituting an infrastructure financing system designed to recover from developers all, or a substantial portion of, the public costs associated with developing the public infrastructure (water and wastewater, streets, and parks and trails) required to support new development and/or construction in, or immediately adjacent to, the City of Lincoln. Consistent with this objective, the AHNA Board of Directors supports the passage of the ordinances and resolutions necessary to authorize the levying of infrastructure impact fees, in conjunction with the issuance of building permits for development and/or construction, as outlined in the City of Lincoln Infrastructure Financing Strategy, March 19, 2002 Draft Report." --- passed by the AHNA Board of Directors, 6/10/02.

We have informed the mayor and all of the members of the City Council and Planning Commission of our support for these proposals.

Sincerely,

Karen Griffin-Sieber

Karen Griffin-Sieber
President

Jeannette Fangmeyer
Vice-President

Karin Kotschwar
Secretary

Terry Schwimmer

Terry Schwimmer
Treasurer

Jeff Schwebke
Editor

DATE: June 15, 2002

TO: Lincoln/Lancaster County Planning Commission
Greg Schwinn, Chair
W. Cecil Steward, Vice-Chair
Steve Duvall
Gerry Krieser
Patte Newman
Tommy Taylor
Jon Carlson
Mary F. Bills-Strand
Roger Larson

FROM: Board of Directors, Meadowlane Area Residents Association
Don Uerling, President

RE: Impact Fees

At a meeting held June 10, 2002, the Board of Directors of the Meadowlane Area Residents Association adopted the following resolution:

> The Board of Directors of the Meadowlane Area Residents Association supports the concept of using impact fees paid by developers to help finance the capital cost of off-site infrastructure associated with new developments in the City of Lincoln. The Board supports the adoption of the ordinances and regulations necessary to authorize the use of such impact fees to finance the major part of the cost of constructing new arterial streets, water and waste water services, and neighborhood parks and trails.

We urge the Planning Commission to take action consistent with this Resolution.

Thank you.

Don Uerling